

Yachting In Hawaiian Waters

Macfarlane's Trip Around the Islands.

The high water mark in Hawaiian yachting was scored by ex-Commodore Clarence Macfarlane and his yacht La Paloma, by their cruise which included the circuit of Maui, Hawaii and Kahoolawe ending Sunday last, after logging 827 miles. The voyage included passage through the roughest portions of the inter-island channels and windward passages and was of a kind to stir the red blood of those who know and appreciate what deep water sailing is. The cruise is of especial interest now when the deep water yacht race across the Atlantic for the Kaiser's cup is about to be sailed. Yachting of this character is real yachting, instead of play which requires racing machines and skimming dishes which are dangerous to life and can never get out of swimming distance from shore without endangering everybody on board.

The cruise of the La Paloma began at 8:30 p. m., April 12, with Capt. Macfarlane, Commodore Picker of the Hawaiian Yacht Club and a native crew consisting of "Captain Sam" and two others. The course was laid for the south end of Molokai, the Molokai light being a-beam at day light next morning.

MAIN-SAIL GIVES WAY.

A stiff trade wind was blowing in the channel and it had been crossed under reefed main-sail and fore-sail. The wind had been so strong that daylight showed a large hole in the main-sail next to the reef pennant at a point beyond reach from the deck. There was no way to remedy it except by unbending the sail and patching it. This was accordingly done and the yacht hove to. This caused a kick from "Captain Sam," whom Capt. Macfarlane had taken along as guide, philosopher and friend, who complained that he had a bet with the Captain of the schooner "Woodbury" that the La Paloma would beat him to Hilo. The "Woodbury" is a 120 ton ex-New York pilot boat, and was to leave Honolulu the next morning for Hilo and take the same route covered by the Paloma. Macfarlane was game and immediately gave orders to shake out her reefs and let her go. It took three hours to get the main-sail repaired and in position again. At sunset the yacht had worked up through the Lanai and Molokai channels and passed the heavy seas which always hover about the north point of Maui, and was off Kahului. Here a heavy current running down the coast was met, resulting in a large amount of tacking and very little progress, as will be seen by the map of the cruise. The entire night was spent in sea-sawing off and on past the windward coast of Maui, Hana being a-beam at daylight.

The wind across the Hawaii channel was light, with rain squalls and smooth sea. At half past ten that night, Saturday, the La Paloma was off Waipio. The wind remained light and the balance of the night was spent in beating up the Hamakua coast with a heavy sea running. A long tack was made to sea, so that the land was in the dim distance as daylight appeared. The wind freshened and swung to the north. The captain ordered the balloon, jib set and a straight run for Hilo harbor was made, the party arriving there at noon, thereby making the total time from Honolulu to anchorage in Hilo, 2 days and 16 hours.

THE WOODBURY RUN.

The "Woodbury" left Honolulu at 11 o'clock Friday, the day after the Paloma left, and arrived in Hilo at half past one on Monday, making the trip in 3 days and 2½ hours. The Paloma therefore made the course in 10½ hours less time than her big rival and "Captain Sam's" bet was safe. The Sam family has since been indulging in raw fish and luau while the captain has invested in a new paper collar.

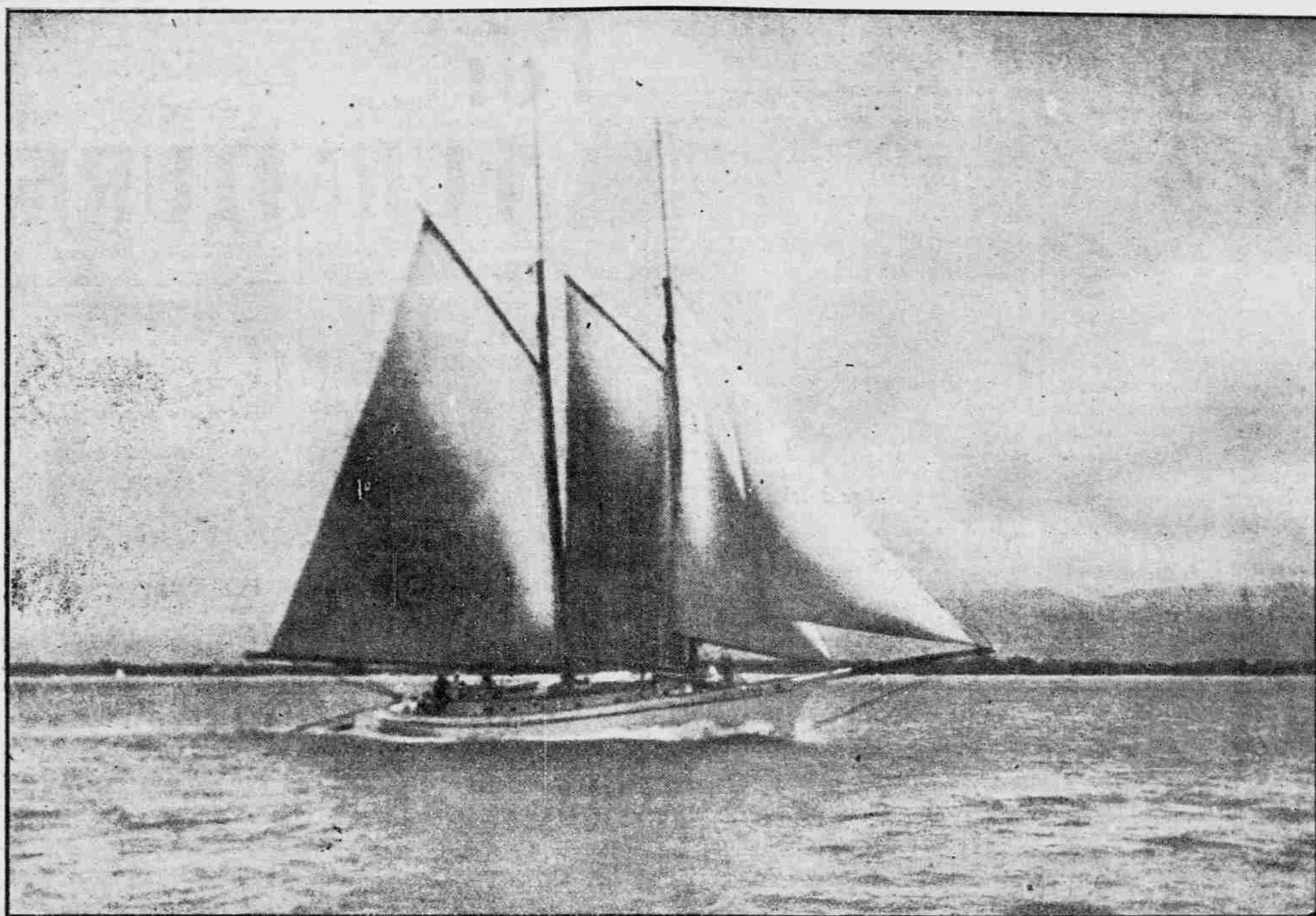
Captain Macfarlane combined business with pleasure at Hilo, spending ten days there, during which time he supervised the installation of the new acetylene gas plant at the Volcano House and incidentally supervised Madam Pele's 500 foot pit. The goddess gave a special exhibition for the yachting party, two lava cones forming and throwing lava 150 feet high, sending out a lava flow which covered the entire floor of the pit with several acres of glowing, red-hot lava.

Commodore Picker left the yacht at Hilo and Mr. Frank Halstead joined the yacht there.

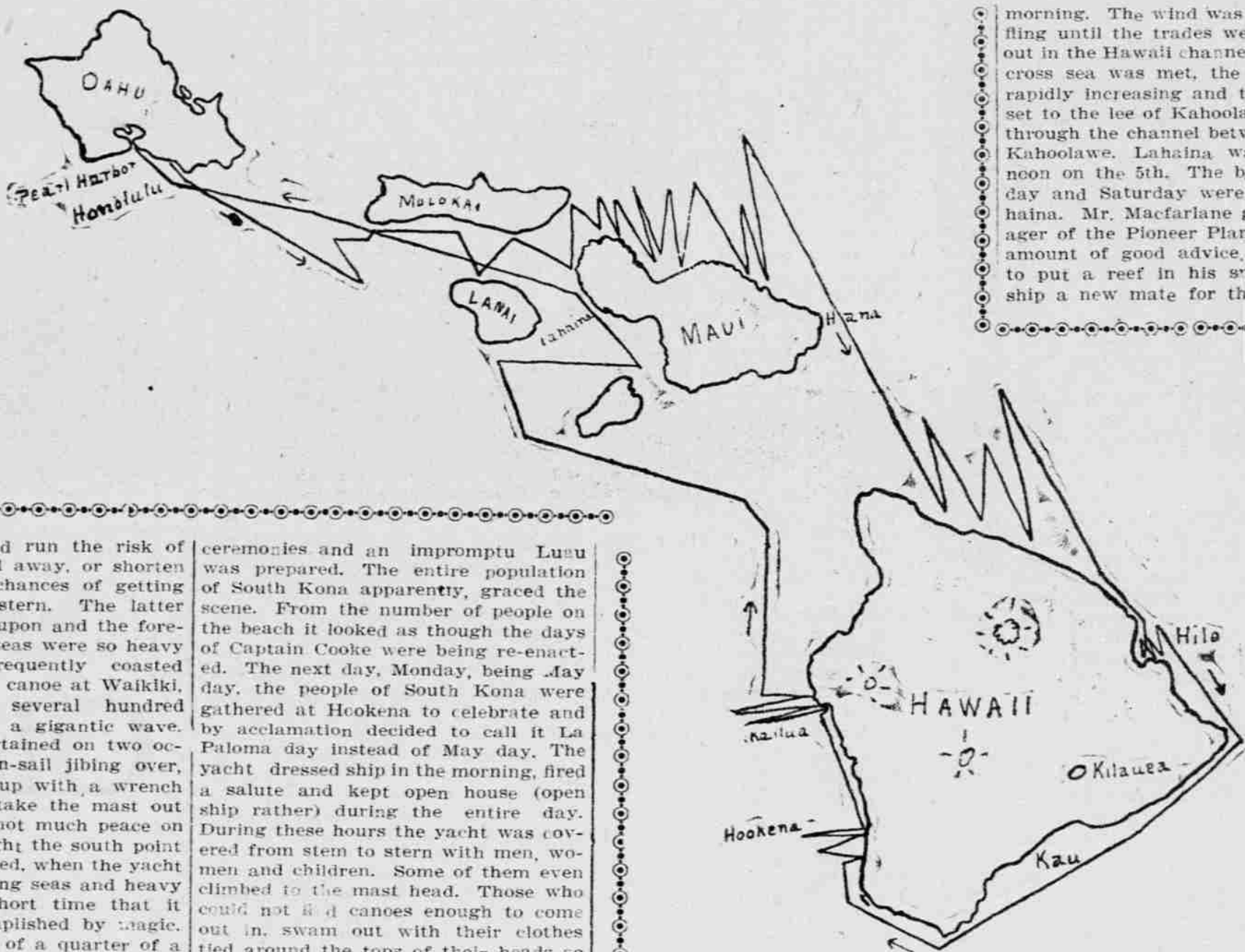
A GALE OF WIND.

On Saturday, April 29, sail was again set at 10:30 in the morning and the return trip begun by beating out of Hilo harbor and rounding the east point of Hawaii at about two in the afternoon with a smooth sea and a fair wind, with occasional rain squalls.

At dark the yacht was opposite Puna Plantation with indications that the wind would be light for the night. About 10 o'clock the wind suddenly rose to a gale and the sea picked up rapidly. The wind hauled around to dead aft soon became too strong to carry full sail, while the sea began to break over her stern. The captain had to make a decision as to whether he should



LA PALOMA.



MAP SHOWING CRUISE OF LA PALOMA FROM HONOLULU AROUND HAWAII AND RETURN.

keep up all sail and run the risk of having some carried away, or shorten sail and take the chances of getting breakers over her stern. The latter course was decided upon and the fore-sail taken in. The seas were so heavy that the yacht frequently coasted on them, like a surf canoe at Waikiki, repeatedly shooting several hundred feet on the face of a gigantic wave. The crew was entertained on two occasions by the main-sail jibing over, each time bringing up with a wrench that threatened to take the mast out with it. There was not much peace on board until at daylight the south point of Hawaii was rounded, when the yacht ran out of the running seas and heavy winds in such a short time that it seemed to be accomplished by magic. Within the distance of a quarter of a mile the heavy trade wind ceased and a gentle sea breeze along the Kona coast was encountered.

The Kona coast is ideal for yachting. With a sea almost as smooth as Pearl Harbor and with an almost constant breeze either from the sea or the land blowing, coasting up the coast to Kailua was a picnic.

A LUAU AT HOOKENA.

Hookena was reached at 3 o'clock Sunday afternoon. The Hookena people turned out en masse to greet the visitors. Judge Kaai took charge of

ceremonies and an impromptu Luau was prepared. The entire population of South Kona apparently, graced the scene. From the number of people on the beach it looked as though the days of Captain Cooke were being re-enacted. The next day, Monday, being Jay day, the people of South Kona were gathered at Hookena to celebrate and by acclamation decided to call it La Paloma day instead of May day. The yacht dressed ship in the morning, fired a salute and kept open house (open ship rather) during the entire day. During these hours the yacht was covered from stern to stern with men, women and children. Some of them even climbed to the mast head. Those who could not find a canoe enough to come out in, swam out with their clothes tied around the tops of their heads so that upon arriving on board they were speedily arrayed in such manner as would have made Solomon in all his glory envious. The captain and crew of the La Paloma were loaded down with leis and an old fashioned Hoo-lupu was celebrated. Macfarlane stood it all right as long as nothing more serious than sweet potatoes, coconuts and awa were offered him, but when a live pig and two chickens arrived he drew the line.

ON THE HOME STRETCH.

On Tuesday morning at half past

ten, sail was made for Kailua. Judge Kaai accompanying the party to that point. Kailua was reached at 3 o'clock. As will be seen by the course on the map, the run was made in a straight line. Macfarlane says this was the ideal run of the trip. The drought in Kona is broken, the coffee is in bloom and everything is as green as the hills of Ireland. The night was spent in Kailua, a start for home being made the following day, May 4, at 10:30 in the

morning. The wind was light and baffling until the trades were struck well out in the Hawaii channel, where heavy cross sea was met, the sea and wind rapidly increasing and the course was set to the lee of Kahoolawe, instead of through the channel between Maui and Kahoolawe. Lahaina was reached at noon on the 5th. The balance of Friday and Saturday were spent at Lahaina. Mr. Macfarlane gave the Manager of the Pioneer Plantation a large amount of good advice, advising him to put a reef in his smokestack and ship a new mate for the after pump.

He advised that this would rapidly increase the dividends and decrease the par value of the stock by at least 50 per cent. Sail was made for Honolulu at one o'clock Sunday morning and a fair breeze encountered all the way down. The spar buoy was reached at 9:15 making the record run from Lahaina to Honolulu, so far as yachts are concerned, the running time being 8 hours and 15 minutes. Pearl Harbor was

CONFIDENCE
said Lord Chatham, "is a plant of slow growth." People believe in things that they see, and in a broad sense they are right. What is sometimes called blind faith is not faith at all. There must be reason and fact to form a foundation for trust. In regard to a medicine or remedy, for example, people ask, "Has it cured others? Have cases like mine been relieved by it? Is it in harmony with the truths of modern science, and has it a record above suspicion? If so, it is worthy of confidence; and if I am ever attacked by any of the maladies for which it is commended I shall resort to it in full belief in its power to help me." On these lines

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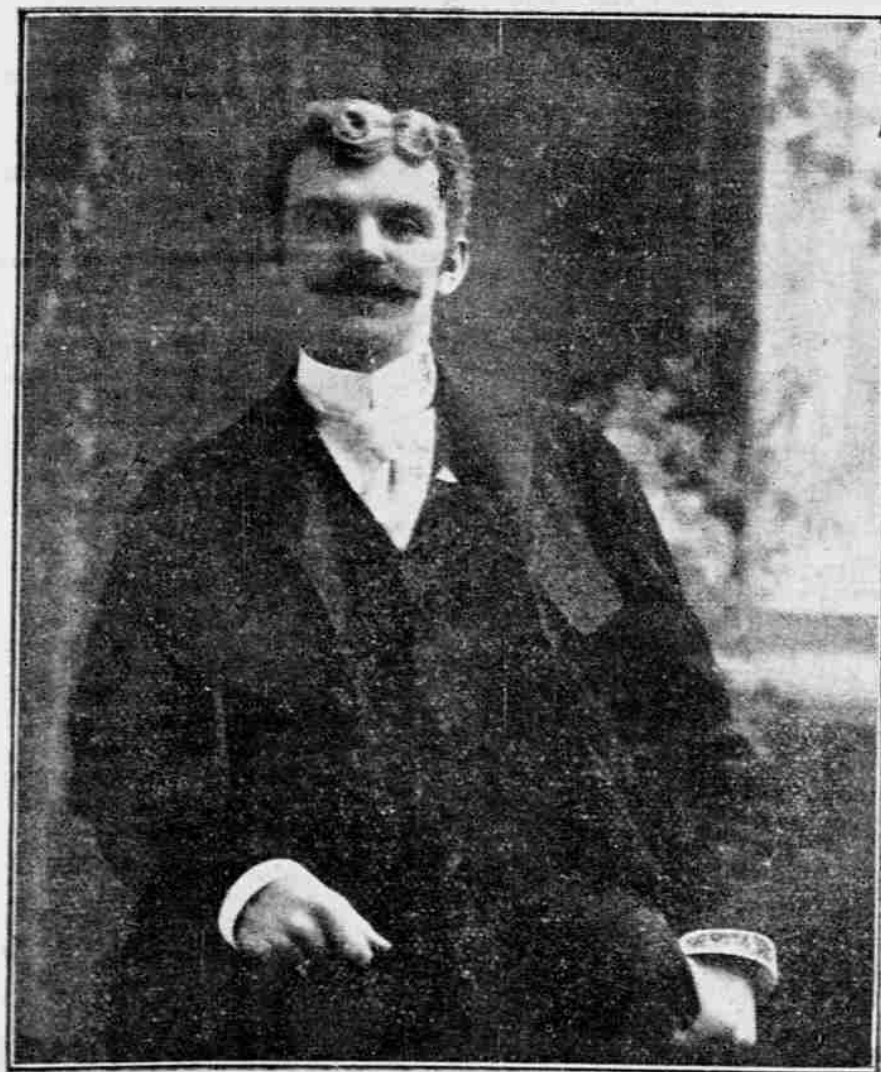
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reached at 11 o'clock concluding the longest and most successful yacht trip ever undertaken by a Hawaiian yacht or yachtsman.

A small boy from the North who was visiting a relative in one of the Southern States where convict labor is employed in public improvements became very interested in the men and their black and white striped clothes. One day he went to a circus and for the first time in his life saw a zebra. "Oh, auntie," he cried, "look at the convict mule!"—Lippincott's Magazine.



CLARENCE MACFARLANE.

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